SUPNTS = SUPERSTRUCTURE NOTES REVISED 9-28-2012

--- NOTES ---

L 001 PROVIDE 1 1/4" HIGH BEAM BOLSTERS UPPER AT 4'-0" CTS. ATOP THE METAL STAY-IN-PLACE FORMS TO SUPPORT THE BOTTOM MAT OF 'A' BARS. WHEN USING REMOVABLE FORMS, PROVIDE CONTINUOUS HIGH CHAIRS FOR METAL DECK (C.H.C.M.) @ 4'-0" CTS. WITH A HEIGHT TO SUPPORT THE BOTTOM MAT OF 'A' BARS A CLEAR DISTANCE OF 2 1/2" ABOVE THE TOP OF THE REMOVABLE FORM.
H 001 *** FIG. 6-7 & 6-8 ***

L 002 LONGITUDINAL STEEL MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO AVOID INTERFERENCE WITH STIRRUPS IN PRESTRESSED CONCRETE GIRDERS.
H 002 *** 6.2.2 BRIDGE DECK DESIGN ***

L 003 BARRIER RAIL IN EACH SPAN SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE IN THAT SPAN HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.
H 003 *** 6.6.9 CONSTRUCTION NOTES ***

L 004 FOR MODULAR EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.
H 004 *** 6.2.3.3 MODULAR EXPANSION JOINT SEALS ***

L 005 THE MODULAR EXPANSION JOINT SEAL AT BENT___ SHALL BE CAPABLE OF HANDLING A TOTAL THERMAL MOVEMENT, MEASURED PARALLEL TO THE CENTERLINE OF ROADWAY, OF____(____EXPANSION AND ____CONTRACTION FROM A MIDPOINT TEMPERATURE OF 60 DEGREES F).
H 005 *** ***

L 006 SPECIAL SNOWPLOW PROTECTION IS REQUIRED. SEE SPECIAL PROVISION FOR MODULAR EXPANSION JOINT SEALS.
H 006 *** 6.2.3.3 MODULAR EXPANSION JOINT SEALS ***

L 007 SET TOP OF MODULAR EXPANSION JOINT SEAL DEVICE A MINIMUM OF 1/8" AND A MAXIMUM OF 1/4" BELOW THE TOP OF SLAB.
H 007 *** ***

L 008 THE STEEL PLATES SHALL CONFORM TO AASHTO M270 GRADE 36 OR APPROVED EQUAL. AFTER FABRICATION, THE PLATES SHALL BE COMMERCIALLY BLAST CLEANED AND COATED WITH A MINIMUM THICKNESS OF 4 MILS (DRY) OF ZINC RICH PAINT, GALVANIZED OR METALLIZED TO A MINIMUM THICKNESS OF 6 MILS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. FOR THERMAL SPRAYED COATINGS (METALLIZATION),SEE SPECIAL PROVISIONS.
H 008 *** FIG. 6-48 ***

L 009 THE 3/4" DIAMETER HEX HEAD BOLTS SHALL CONFORM TO ASTM F593 ALLOY 304 STAINLESS STEEL.
H 009 *** FIG. 6-48 ***

L 010 THE 3/4" CONCRETE INSERTS SHALL BE CLOSED-END FERRULES WITH LOOPED WIRE STRUTS ATTACHED TO THEM. THE INSERTS SHALL CONFORM TO AASHTO M169, GRADE 12L14 AND SHALL HAVE A TENSILE WORKING LOAD CAPACITY OF 3000 LBS.
H 010 *** FIG. 6-48 ***

L 011 NO SEPARATE PAYMENT WILL BE MADE FOR FURNISHING AND INSTALLING THE COVER PLATE. THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR "_____".
H 011 *** FIG. 6-30 & 6-48 (FOR MEDIAN BARRIERS W/EVAZOTE, MOD.EXP.JT.,EXP.JT. & SIDEWALKS WITH EVAZOTE JT.) ***

L 012 NO SEPARATE PAYMENT WILL BE MADE FOR FURNISHING AND INSTALLING THE COVER PLATES. THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR MODULAR EXPANSION JOINT SEALS.
H 012 *** *** (FOR SIDEWALKS)

L 013 THE JOINT IN THE DECK SHALL BE SAWED PRIOR TO THE CASTING OF THE SIDEWALK.
H 013 *** *** (FOR SIDEWALKS)

L 014 NO CHAMFER IS REQUIRED ON CORNERS OF GIRDER BUILDUPS.
H 014 *** ***

L 015 PVC DECK DRAINS SHALL BE PAINTED WITH TWO COATS OF BROWN PRIMER MEETING THE REQUIREMENTS OF ARTICLE 1080-11 OF THE STANDARD SPECIFICATIONS. EACH COAT SHALL BE 2 DRY MILS THICK. DECK DRAINS SHALL BE ROUGHENED PRIOR TO PAINTING. NO SEPARATE PAYMENT SHALL BE MADE FOR PAINTING PVC DECK DRAINS AS THIS IS CONSIDERED INCIDENTAL TO THE PAY ITEM FOR REINFORCED CONCRETE DECK SLAB (SAND LIGHTWEIGHT CONCRETE).
H 015 *** 6.2.6.2 GRADE SEPARATIONS ***

L 016 TOP OF FLOOR DRAIN TO BE SET 3/8" BELOW SURFACE OF SLAB.
H 016 *** FIG. 6-12 & 6-13 ***

L 017 4 - 1/2" SQUARE LUGS TO BE GLUED TO THE PVC PLASTIC PIPE AT EQUAL SPACES AROUND THE PIPE DRAIN APPROXIMATELY 4" FROM THE TOP OF THE PIPE.
H 017 *** FIG. 6-12 & 6-13 ***

L 018 DOWELS SHALL BE PLACED IN THE SAME HORIZONTAL PLANE AS THE TOP SLAB REINFORCING STEEL.
H 018 *** 6.2.2.8 CONSTRUCTION JOINTS, LONGITUDINAL JOINTS ***

L 019 METAL STAY-IN-PLACE FORMS SHALL NOT BE WELDED TO BEAM OR GIRDER FLANGES IN THE ZONES REQUIRING CHARPY V-NOTCH TEST. SEE STRUCTURAL STEEL DETAIL SHEETS.
H 019 *** 6.2.2.7 FORMWORK FOR CAST-IN-PLACE BRIDGE DECKS, METAL STAY-IN-PLACE FORMS ***

L 020 PREVIOUSLY CAST CONCRETE IN A CONTINUOUS UNIT SHALL HAVE ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI BEFORE ADDITIONAL CONCRETE IS CAST IN THE UNIT.
H 020 *** 6.6.9 CONSTRUCTION NOTES ***

L 021 BARRIER RAIL IN A CONTINUOUS UNIT SHALL NOT BE CAST UNTIL ALL SLAB CONCRETE IN THE UNIT HAS BEEN CAST AND HAS REACHED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.
H 021 *** 6.6.9 CONSTRUCTION NOTES ***

L 022 STRUCTURAL STEEL ERECTION IN A CONTINUOUS UNIT SHALL BE COMPLETE BEFORE FALSEWORK OR FORMS ARE PLACED ON THE UNIT.
H 022 *** 6.6.9 CONSTRUCTION NOTES ***

L 023 A FULL DEPTH SAW CUT SHALL BE MADE AND EXISTING CONCRETE REMOVED IN ACCORDANCE WITH PLAN DETAILS.
H 023 *** 8-2 (REHABILITATION PROJECT)***

L 024 TEMPORARY STRUTS SHALL BE PLACED BETWEEN PRESTRESSED GIRDERS ADJACENT TO THE DIAPHRAGMS, AND THE NUTS ON THE 1 1/4" DIA. TIE RODS SHALL BE FULLY TIGHTENED BEFORE THE DIAPHRAGMS ARE CAST. STRUTS SHALL REMAIN IN PLACE 3 DAYS AFTER CONCRETE IS PLACED. THE TIE RODS SHALL BE RE-TIGHTENED AFTER THE STRUTS HAVE BEEN REMOVED.
H 024 *** 6.3.3.2 INTERMEDIATE DIAPHRAGMS, MODIFIED BULB TEES ***

L 025 CONCRETE IN INTERMEDIATE DIAPHRAGMS MAY BE CLASS A IN LIEU OF CLASS AA. PAYMENT SHALL BE MADE UNDER THE UNIT CONTRACT PRICE FOR REINFORCED CONCRETE DECK SLAB. (CONTINUOUS FOR LIVE LOAD SPANS)
H 025 *** 6.3.3.2 INTERMEDIATE DIAPHRAGMS, MODIFIED BULB TEES ***

L 026 CONCRETE IN BENT AND INTERMEDIATE DIAPHRAGMS MAY BE CLASS A IN LIEU OF CLASS AA. PAYMENT SHALL BE MADE UNDER THE UNIT CONTRACT PRICE FOR REINFORCED CONCRETE DECK SLAB. (SIMPLE SPANS)
H 026 *** 6.3.3.2 INTERMEDIATE DIAPHRAGMS, MODIFIED BULB TEES ***

L 027 #5 G_ BAR MAY BE SHIFTED SLIGHTLY, AS NECESSARY, TO CLEAR REINFORCING STEEL AND STIRRUPS.
H 027 *** 6.2.3 EXPANSION JOINTS ***

L 028 PRESTRESSED CONCRETE GIRDERS ARE DESIGNED FOR 0 PSI TENSION IN THE PRECOMPRESSED TENSILE ZONE UNDER ALL LOADING CONDITIONS.
H 028 *** 12-13 CORROSION PROTECTION MEASURES ***

L 029 PRESTRESSED CONCRETE (GIRDERS, PRECAST DECK PANELS, CORED SLAB UNITS, BOX BEAMS, PILES) SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR.
H 029 *** 12-13 CORROSION PROTECTION MEASURES ***

L 030 SEE TRAFFIC CONTROL PLANS FOR LOCATION AND PAY LIMITS OF THE ANCHORED PORTABLE CONCRETE BARRIER.
H 030 *** 6.2.4.5 TEMPORARY BARRIER RAIL ***

L 031 SOLE PLATES, MASONRY PLATES, BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
H 031 ***   ***

L 032 COUPLING IN DRAIN PIPE WILL BE PERMITTED AS APPROVED BY THE ENGINEER.
H 032 *** FIG. 6-15 & 6-17 ***

L 033 ALL REINFORCING STEEL IN CONCRETE MEDIANS SHALL BE EPOXY COATED.
H 033 *** FIG.6-19 ***

L 034 THE SKEWED END CONDITIONS OF SPAN _ AT BENT No. _ ARE SUCH THAT THE USE OF 4' WIDE PRESTRESSED CONCRETE DECK PANELS IS NOT POSSIBLE; USE OF 8' WIDE PRESTRESSED CONCRETE DECK PANELS IS NECESSARY.
H 034 *** 6.2.2.7 FORMWORK FOR CAST-IN-PLACE BRIDGE DECKS, PRECAST PRESTRESSED CONCRETE PANELS ***

L 035 DIRECTION OF CASTING DECK CONCRETE SHALL BE FROM THE FIXED BEARING END TOWARD THE EXPANSION BEARING END OF THE SPAN.
H 035 *** 6.6.9 CONSTRUCTION NOTES (SIMPLE STEEL GDR.SPAN W/TOTAL EXP.LENGTH 150' OR GREATER) ***

L 036 THE CONTRACTOR MAY, WHEN NECESSARY, PROPOSE A SCHEME FOR AVOIDING INTERFERENCE BETWEEN METAL STAY-IN-PLACE FORM SUPPORTS OR FORMS AND BEAM/GIRDER STIFFENERS OR CONNECTOR PLATES. THE PROPOSAL SHALL BE INDICATED, AS APPROPRIATE, ON EITHER THE STEEL WORKING DRAWINGS OR THE METAL STAY-IN-PLACE FORM WORKING DRAWINGS.
H 036 *** 6.6.9 CONSTRUCTION NOTES ***

L 037 BOND SHALL BE BROKEN ON THESE STRANDS FOR A DISTANCE OF _____ FEET FROM END OF CORED SLAB UNIT. SEE STANDARD SPECIFICATIONS ARTICLE 1078-7.
H 037 *** 6.4.1 DESIGN ***

L 038 DURING THE JOINT INSTALLATION PROCEDURE, THE JOINT AND SURROUNDING AREA SHALL BE KEPT CLEAN AND FREE OF DEBRIS.
H 038 *** 8-2 (REHABILITATION PROJECT) ***

L 039 REINFORCING STEEL IN SLAB NOT SHOWN. LONGITUDINAL REINFORCING STEEL SHALL BE CONTINUOUS THROUGH JOINT.
H 039 *** FIG. 6-42 (TRANSVERSE CONST.JT.) ***

L 040 ALL REINFORCING STEEL IN BARRIER RAILS SHALL BE EPOXY COATED.
H 040 *** FIG. 6-20 THRU 6-23, 6-25, 6-26 & 6-86 ***

L 041 THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE FOAM JOINT SEAL SHALL BE _____AT BENT No.__. FOR FOAM JOINT SEALS, SEE SPECIAL PROVISIONS.
H 041 *** 6.2.3.1 FOAM JOINT SEALS ***

L 042 THE UPLIFT FORCE DUE TO DRAPED STRANDS IS___KIPS.
H 042 *** 6.3.1.2 PRESTRESSING STRANDS, DRAPED STRANDS ***

L 043 PRECAST PANELS SHALL BE DESIGNED FOR AN ALLOWABLE TENSILE STRESS OF 0 PSI IN THE PRECOMPRESSED TENSILE ZONE UNDER ALL LOADING CONDITIONS.
H 043 *** 12-13 CORROSION PROTECTION MEASURES ***

L 044 THE CONTRACTOR SHALL ADJUST THE GIRDER BUILDUPS AS NECESSARY TO INCORPORATE A MAXIMUM PERMISSIBLE VARIATION IN POT BEARING DEPTH OF 1/2", SEE SPECIAL PROVISION FOR POT BEARINGS.
H 044 *** 6.7.4 POT BEARINGS ***

L 045 FOR EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.
H 045 *** 6.2.3.2 EXPANSION JOINT SEALS ***

L 046 FOR STRIP SEALS, SEE SPECIAL PROVISIONS.
H 046 *** ***

L 047 ELASTOMER IN ALL BEARINGS SHALL BE 60 DUROMETER HARDNESS.
H 047 *** ***

L 048 BOLT SIZE TO BE SAME AS DIAPHRAGMS AND CROSSFRAME CONNECTIONS. STAINLESS STEEL WORM DRIVE HOSE CLAMP SHALL BE COMMERCIAL QUALITY.
H 048 *** FIG. 6-13 & 6-15 ***

L 049 THE 6" DIA. PVC PIPE AND FITTINGS SHALL BE SCHEDULE 40 AND CONFORM TO ASTM D1785.
H 049 *** FIG. 6-12, 6-13, 6-14 & 6-15 ***

L 050 PLATES SHALL CONFORM TO AASHTO M270 GRADE 36 STEEL OR APPROVED EQUAL.
H 050 *** FIG. 6-13, FIG 6-15 ***

L 051 THE #5 S3 BARS SHALL BE INSTALLED, USING AN ADHESIVE ANCHORING SYSTEM, AFTER SAWING THE JOINT. THE YIELD LOAD FOR THE #5 S3 BARS IS 18.6 KIPS. FIELD TESTING FOR THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.
H 051 *** FIG. 6-35 ***

L 052 THE #5 S3 AND #5 S4 BARS SHALL BE INSTALLED, USING AN ADHESIVE ANCHORING SYSTEM, AFTER SAWING THE JOINT. THE YIELD LOAD FOR THE #5 S3 AND #5 S4 BARS IS 18.6 KIPS. FIELD TESTING FOR THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.
H 052 *** FIG. 6-26 ***

L 053 THE "B" BARS IN THE DECK SLAB MAY BE CUT AS DIRECTED BY THE ENGINEER TO CLEAR THE MODULAR JOINT SUPPORT BOXES.
H 053 *** FIG. 6-57 ***

L 054 THE #6 "B" BARS IN THE APPROACH SLAB MAY BE CUT AS DIRECTED BY THE ENGINEER TO CLEAR THE MODULAR JOINT SUPPORT BOXES.
H 054 *** FIG. 6-57 ***

L 055 PRIOR TO DECK REMOVAL, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE PROPOSED METHOD FOR REMOVING CONCRETE IN THE AREAS DIRECTLY ABOVE THE PRESTRESSED GIRDERS.
H 055 *** 8-2 (REHABILITATION PROJECT) ***

L 056 FOR STRUCTURE DRAINAGE SYSTEM, SEE SPECIAL PROVISIONS.
H 056 *** 12-15 CLOSED STRUCTURE DRAINAGE SYSTEM ***

L 057 THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE DRAINAGE SYSTEM, INCLUDING, BUT NOT LIMITED TO, ATTACHMENTS TO THE BRIDGE, SCUPPER AND INLET GRATE DETAILS, SCUPPER SUPPORT SYSTEM, PIPE ALIGNMENT AND PIPE LENGTHS, AND ALL NECESSARY FITTINGS, ELBOWS, WYES, ADAPTERS, GUIDES AND JOINTS.
H 057 *** 12-15 CLOSED STRUCTURE DRAINAGE SYSTEM ***

L 058 SHEAR STUDS OR STIRRUPS MAY BE CUT AS APPROVED BY THE ENGINEER TO AVOID INTERFERENCE WITH THE BRIDGE SCUPPER.

H 058 *** 12-15 CLOSED STRUCTURE DRAINAGE SYSTEM ***

L 059 SEE ROADWAY PLANS FOR DETAILS AND PAY ITEM FOR JUNCION BOX AT APPROXIMATE STATION _____ .
H 059 *** 12-15 CLOSED STRUCTURE DRAINAGE SYSTEM ***

L 060 FOR BRIDGE DECK RIDEABILITY AND GROOVING, SEE SPECIAL PROVISIONS.
H 060 *** 6.2.2.10 BRIDGE DECK FINISH ***

L 061 INSTALL DEFLECTION COUPLER AT EACH BENT. SEE DETAIL "F".
H 061 *** 12-17 ELECTRICAL CONDUIT SYSTEM ***

L 062 3/4" DIAMETER PIPE SLEEVE INSERTS SHALL BE INSTALLED AT A MAXIMUM OF 10 FOOT CENTERS TO ACCOMMODATE THE ELECTRICAL CONDUIT SYSTEM. SEE ELECTRICAL CONDUIT SYSTEM DETAILS.
H 062 *** 12-17 ELECTRICAL CONDUIT SYSTEM ***

L 063 THE ENTIRE COST OF FURNISHING AND INSTALLING THE DROP INLET, INCLUDING GRATES, FRAMES, AND ANY NECESSARY HARDWARE WILL BE A ROADWAY PAY ITEM.
H 063 *** POLICY MEMO 4-28-04 LUMP SUM PROJECTS ***

L 064 THE CONTRACTOR HAS THE OPTION TO PROVIDE, AT NO ADDITIONAL COST TO THE DEPARTMENT, 2 ADDITIONAL STRANDS AT THE TOP OF THE GIRDER TO FACILITATE TYING OF THE REINFORCING STEEL. THESE STRANDS SHALL BE PULLED TO A LOAD OF 4500 LBS..
H 064 *** 6.3.1.2 PRESTRESSING STRANDS, DRAPED STRANDS ***

L 065 PLACEMENT OF THE CONCRETE WEARING SURFACE SHALL OCCUR AFTER CASTING THE CONCRETE RAIL. THE COST OF THE #3 BARS CAST WITH THE CONCRETE WEARING SURFACE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONCRETE WEARING SURFACE. FOR CONCRETE WEARING SURFACE, SEE SPECIAL PROVISIONS.
H 065 *** 6.4.3.1 PRESTRESSED CONCRETE CORED SLABS, CONCRETE & 6.5.3.1 PRESTRESSED CONCRETE BOX BEAMS, CONCRETE ***

L 066 GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE PARAPET AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN PARAPET EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF PARAPET SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.
H 066 *** FIG 6-16, FIG 6-17, FIG 6-18 ***

L 067 GROOVED CONTRACTION JOINTS 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF SIDEWALK (MEDIAN STRIP) IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. THE CONTRACTION JOINTS SHALL BE LOCATED AT A SPACING OF 8 FEET TO 10 FEET BETWEEN EXPANSION JOINTS. NO CONTRACTION JOINTS WILL BE REQUIRED FOR SEGMENTS LESS THAN 10 FEET IN LENGTH.
H 067 *** 6.2.5 SIDEWALKS AND MEDIAN STRIPS, FIG 6-16, FIG 6-17, FIG 6-18 ***

L 068 THE MINIMUM HEIGHT OF THE RAIL IS SHOWN. THE HEIGHT OF THE RAIL VARIES WHILE THE TOP OF THE RAIL FOLLOWS THE PROFILE OF THE GUTTERLINE.
H 068 *** 6.4.3 PRESTRESSED CONCRETE CORED SLABS, OVERLAYS & 6.5.3 PRESTRESSED CONCRETE BOX BEAMS, OVERLAYS ***

L 069 THE CONTRACTOR'S ATTENTION IS CALLED TO THE FOLLOWING PROCEDURE, WHICH MAY BE REQUIRED BY THE ENGINEER, TO RESET ELASTOMERIC BEARINGS DUE TO GIRDER TRANSLATION AND END ROTATION:
H 069
L 070 1. ONCE THE DECK HAS CURED, THE GIRDERS SHALL BE JACKED THEN THE ANCHOR BOLTS AND ELASTOMERIC BEARING SLOTS CENTERED AS NEARLY AS PRACTICAL ABOUT THE BEARING STIFFENER. THIS OPERATION SHALL BE PERFORMED AT APPROXIMATELY 60° F.
H 070
L 071 2. AFTER CENTERING THE ELASTOMERIC BEARING SLOTS AND ANCHOR BOLTS, THE ANCHOR BOLTS SHALL BE GROUTED.
H 071 *** 6.7.3 STEEL REINFORCED ELASTOMERIC BEARINGS *** When elastomeric bearing pads are used at expansion ends of steel girders with bearing-to-bearing distances greater than 120 ft. (36.58m)

L 072 THE CONTRACTOR MAY PROPOSE ALTERNATE METHODS, PROVIDED DETAILS ARE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
H 072 *** 6.7.3 STEEL REINFORCED ELASTOMERIC BEARINGS *** When elastomeric bearing pads are used at expansion ends of steel girders with bearing-to-bearing distances greater than 120 ft.

L 073 THE CONTRACTOR'S ATTENTION IS CALLED TO THE FOLLOWING PROCEDURE, WHICH MAY BE REQUIRED BY THE ENGINEER, TO RESET ELASTOMERIC BEARINGS DUE TO GIRDER TRANSLATION AND END ROTATION:
H 073
L 074 1. ONCE THE DECK HAS CURED, THE GIRDERS SHALL BE JACKED AND THE ELASTOMERIC BEARING SLOTS CENTERED AS NEARLY AS PRACTICAL ABOUT THE BEARING STIFFENER. THIS OPERATION SHALL BE PERFORMED AT APPROXIMATELY 60° F.
H 074 *** 6.7.3 STEEL REINFORCED ELASTOMERIC BEARINGS *** When elastomeric bearing pads are used at expansion ends of steel girders with bearing-to-bearing distances less than or equal to 120 ft.

L 075 THE CONTRACTOR MAY PROPOSE ALTERNATE METHODS, PROVIDED DETAILS ARE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
H 075 *** 6.7.3 STEEL REINFORCED ELASTOMERIC BEARINGS *** When elastomeric bearing pads are used at expansion ends of steel girders with bearing-to-bearing distances less than or equal to 120 ft.

L 076 THE BRIDGE RAILS ON THE TEMPORARY STRUCTURE SHALL BE DESIGNED FOR THE AASHTO LRFD TEST LEVEL 3 (TL-3) CRASH TEST CRITERIA. FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY STRUCTURE SEE SPECIAL PROVISIONS.
H 076 *** 6.2.4.6 BRIDGE RAILS ON TEMPORARY STRUCTURE ***

L 078 BOND SHALL BE BROKEN ON STRANDS AS SHOWN FOR THE SPECIFIED LENGTH FROM END OF THE BOX BEAM. SEE STANDARD SPECIFICATIONS ARTICLE 1078-7.
H 078 *** 6.5.1 DESIGN ***

L 079 ALL BEARING PLATES SHALL BE AASHTO M270 GRADE ___.
H 079 *** 6.7.7 SOLE PLATE DETAILS ***

L 080 POST-TENSIONING SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
H 080 *** 6.4.5 DIAPHRAGMS ***